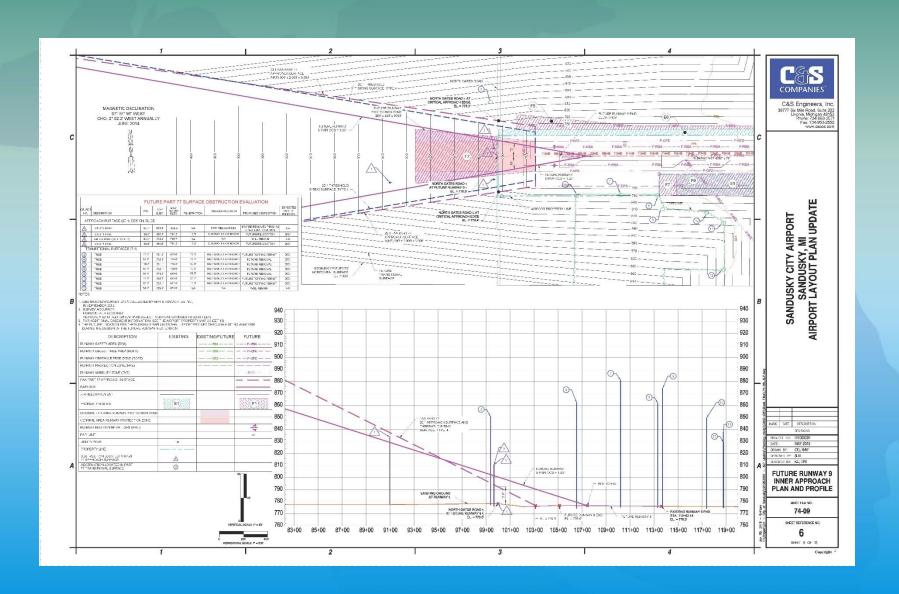
Michigan Aeronautics Commission Airport Approach Plan Approval Request November 9, 2016

The Michigan Airport Zoning Act, Act 23 of 1950

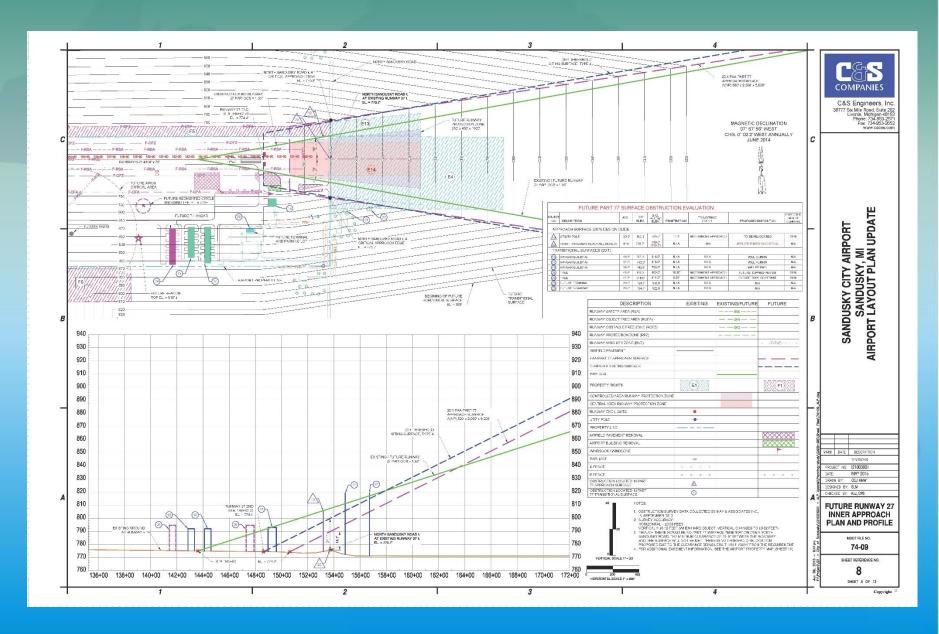
- Sanilac County is considering an Airport Zoning Ordinance and key part of the process is to develop an ordinance using the MAC approved airport approach plan as a foundation
- Includes Height Restrictions and Land Use Guidelines for Sanilac County; specifically:
 - Sandusky City Airport
 - Marlette Township Airport
- Land use guidelines are identical to the previously approved airport approach plan for the Zoning Enabling Act
- Height Restrictions are broadened for Airport zoning to include:
 - FAA Part 77.17
 - FAA Part 77.19
 - Michigan Tall Structure Act protected surfaces.

- Height Protections To Be Used In Airport Zoning
 - Primary Surface
 - Same as FAA Part 77.19
 - Same as Michigan Tall Structure Act (MTSA)
 - Transitional Surface
 - Same as FAA Part 77.19
 - Same as MTSA
 - Approach Surfaces
 - Same as FAA Part 77.19
 - Same as MTSA
 - 3 mile 150' Allowable Horizontal
 - Blending of:
 - Part 77.17
 - Part 77.19
 - MTSA
 - 3 mile to 6.32 mile 50:1 Conical Surface
 - Blending of:
 - Part 77.17
 - MTSA
 - 6.32 mile outward 500' allowable outer horizontal
 - Blending of:
 - Part 77.17
 - MTSA

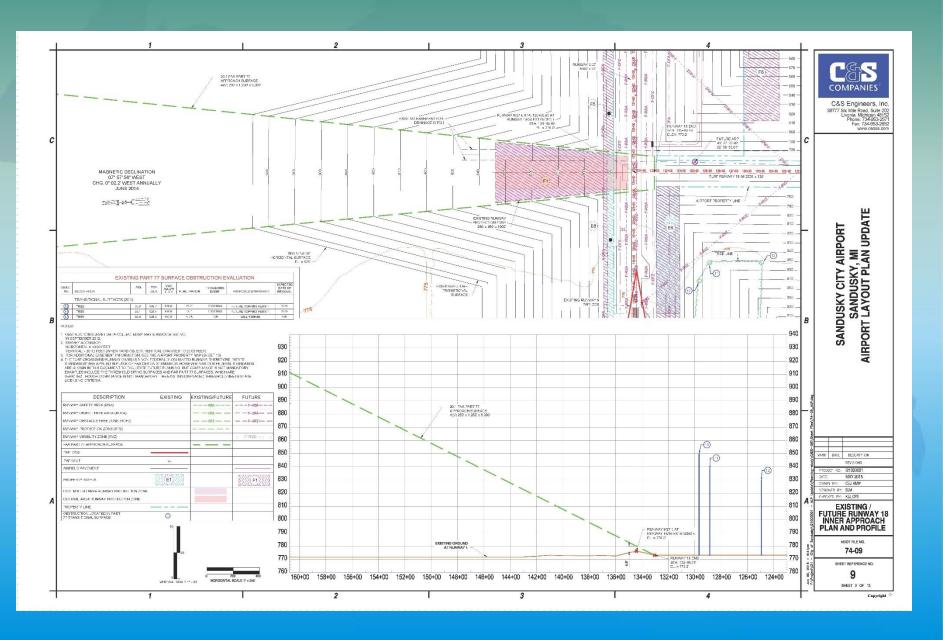
Airport Zoning's Airport Approach Plan – Sandusky 9 Approach



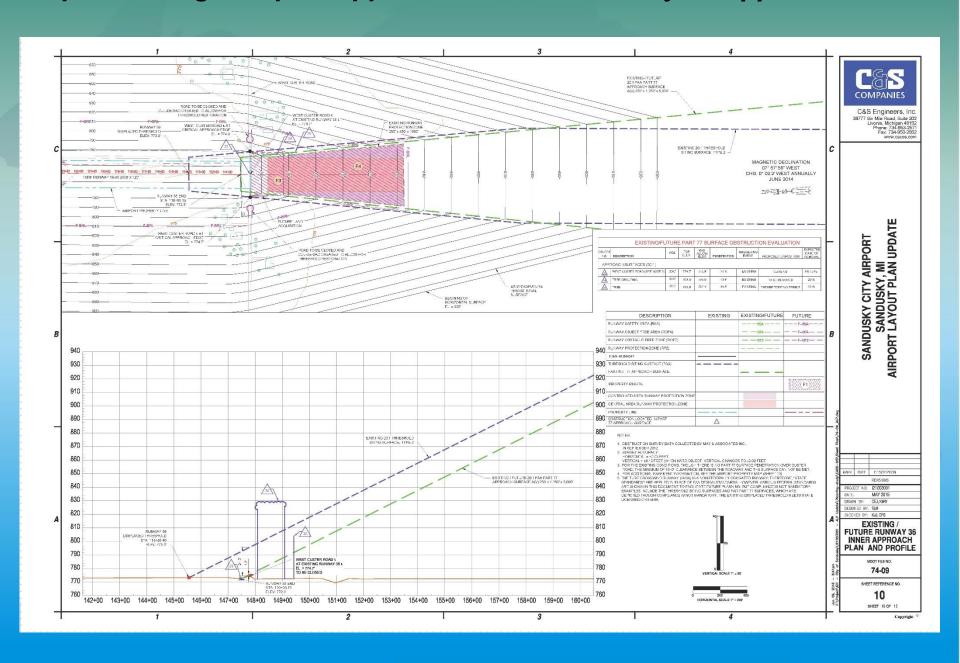
Airport Zoning's Airport Approach Plan – Sandusky 27 approach



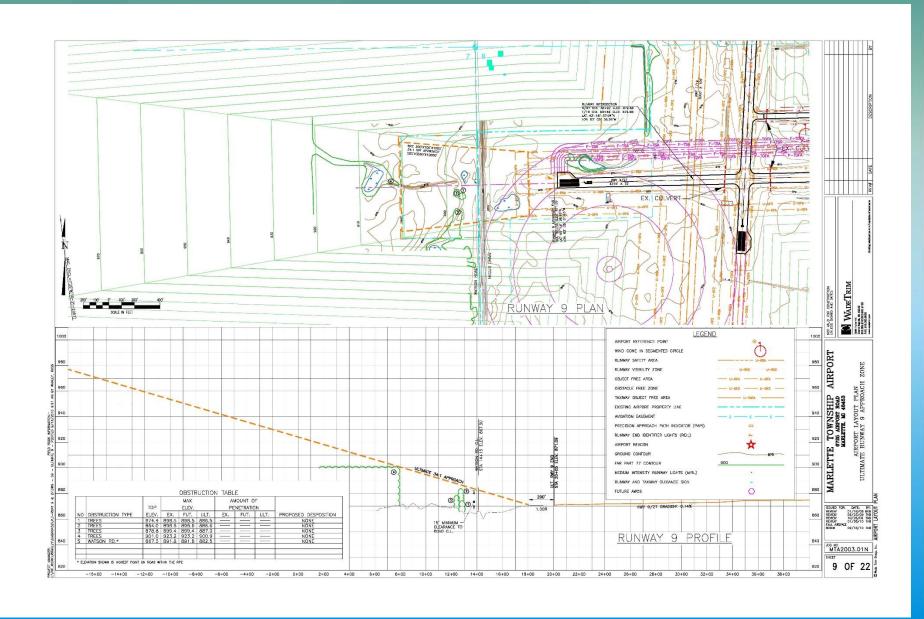
Airport Zoning's Airport Approach Plan – Sandusky 18 Approach



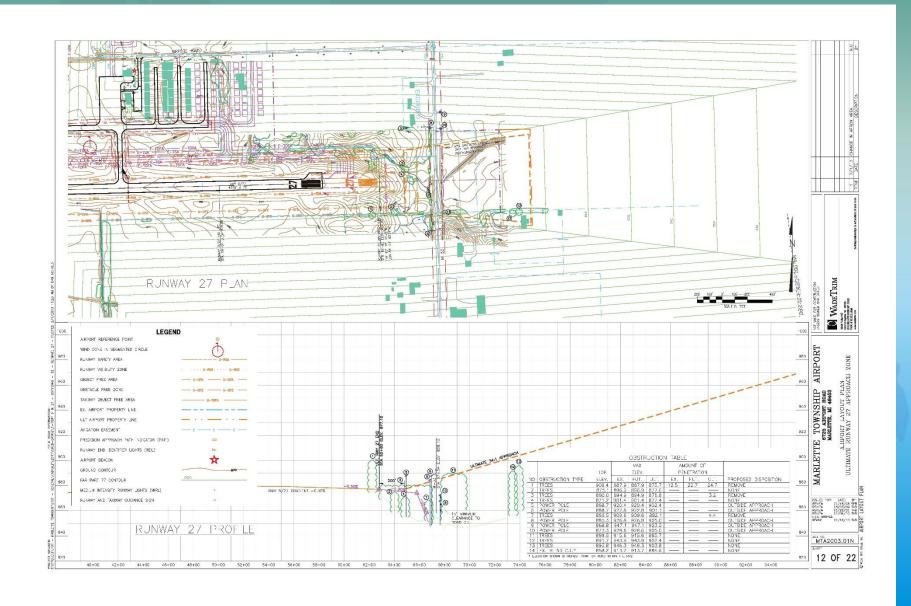
Airport Zoning's Airport Approach Plan – Sandusky 36 Approach



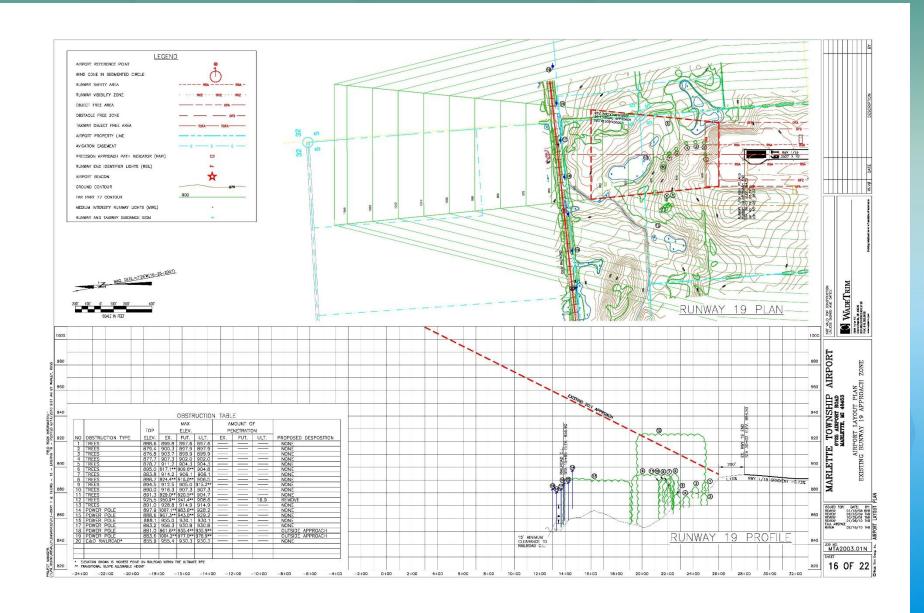
Airport Zoning's Airport Approach Plan – Marlette 9 Approach



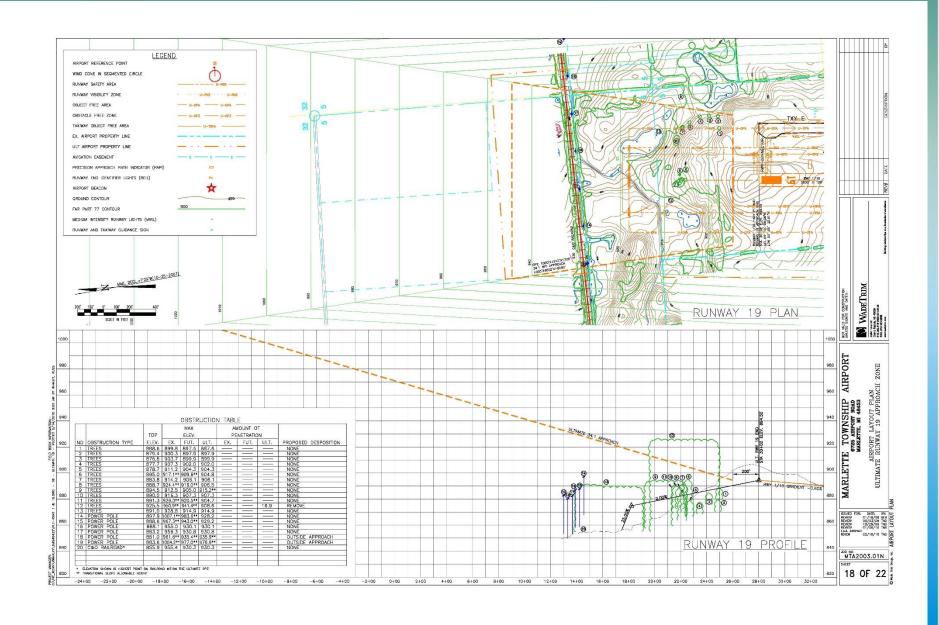
Airport Zoning's Airport Approach Plan – Marlette 27 Approach



Airport Zoning's Airport Approach Plan – Marlette 1 Approach



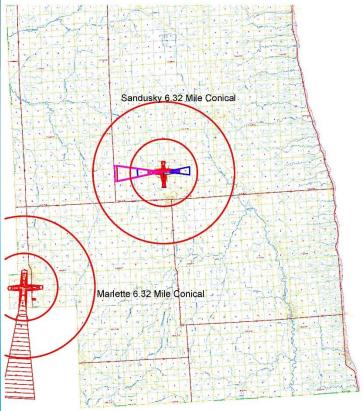
Airport Zoning's Airport Approach Plan – Marlette 19 Approach



Airport Zoning's Airport Approach Plan

 Limited to the Area of land within Sanilac County – defined by County's hazard area declaration

Sanilac County Airport Zoning Ordinance

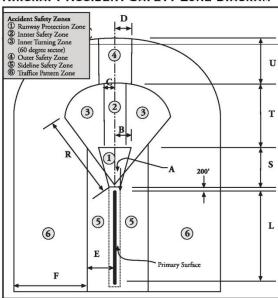


The airport approach plan is limited to the area of land within Sanilac County.

Airport Approach Plan Land Use Standard Same As Existing MAC approved plan

APPENDIX A

AIRCRAFT ACCIDENT SAFETY ZONE DIAGRAM



SAFETY ZONE DIMENSION (IN FEET)

Note: Data Source: NTSB accident investigations 1984-1991. Illustration Source: Hodges and Shutt, Institute of Transportation Studies, University of California, Berkley, 1993.

	Runway Length Category (L)			
Dimension	Runway less than 4,000	Runway 4,000 to 5,999	Runway 6,000 or more	
A	125	250	500	
В	225	505	875	
C	225	500	500	
D	225	500	500	
E	500	1,000	1,000	
F	4,000	5,000	5,000	
R (60°Sector)	2,500	4,500	5,000	
S	1,000	1,700	2,500	
T	1,500	2,800	2,500	
U	2,500	3,000	5,000	



Airport Approach Plan Land Use Guidelines – Marlette



Sanilac County Airport Zoning Ordinance Airport Approach Plan

Michigan Aeronautics Commission approval requested for the Airport Approach Plan under Section 12 of the Airport Zoning Act.

MCL 259.442

ACCIDENT SAFETY ZONES, LAND USE GUIDELINES AND PLANNING STRATEGIES FOR NEW DEVELOPMENT

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 1 (See Special Note)	Population Density	Avoid land uses which concentrate people indoors or outdoors.	0-5 people/acre. Airport sponsor should purchase property if possible. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use Special Function Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines. Prohibit all Special Function Land Uses.	1. Create a height hazard overlay ordinance around the airport. 2. Airport sponsor should purchase property if possible. 3. Airport sponsor should obtain avigation and obstruction easements. 4. During the site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use. 1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate

Special Note: Since the dimensions of Zone 1 correspond to the dimensions of the Runway Protection Zone (RPZ), those airports receiving federal grant dollars from the FAA's Airport Improvement Program, should strongly consider purchasing the RPZ or otherwise acquire rights to the property for the RPZ..

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 2	Population Density	Avoid land uses which concentrate people indoors or outdoors.	0-5 people/acre. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines.	Create a height hazard overlay ordinance around the airport. Obtain avigation and obstruction easements. During site development process, shift all structures away from the runway centerlines if possible. Prohibit mobile home parks. Landscaping requirements shall establish only low growing vegetation. Prohibit high overhead outdoor lighting. Require downward shading of lighting to reduce glare. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	Prohibit overhead utilities and all noise sensitive land uses. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. Limit storage of large quantities of hazardous or flammable material. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 3	Population Density	Avoid land uses which concentrate people indoors or outdoors.	1. <25 people/acre. 2. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non- residential land uses permitted outright subject to the Special Function Land Use guidelines.	1. Create a height hazard overlay ordinance around the airport. 2. Obtain avigation and obstruction easements. 3. During site development process, shift all structures away from the runway centerlines if possible. 4. Prohibit mobile home parks. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 4	Population Density	Limit population concentrations.	1. < 40 people/acre in buildings, < 75 persons/acre outside buildings.
	Residential vs. Non-Residential Land Use	Limit residential development to Low Density housing standards. All non- residential land uses permitted outright subject to the Special Function Land Use guidelines.	Create a height hazard overlay ordinance around the airport. Obtain avigation easements. Clustered development to maintain density as long as open space remains unbuilt. Place clustered development away from ex tended runway centerline. Prohibit mobile home parks. Require downward shading of lighting to reduce glare. Evaluate all possible permitted conditional uses to assure compatible land use.
	Special Function Land Use	Prohibit all Special Function Land Uses.	1. Evaluate noise sensitive land uses in light of aircraft noise contour lines (if available) when establishing new zoning. 2. Prohibit high overhead utilities and all noise sensitive land uses. 3. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 4. Limit storage of large quantities of hazardous or flammable material. 5. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

Accident Safety Zone	Land Use Characteristics	Land Use Guidelines	Land Use Planning Strategies *All aviation uses are acceptable
Zone 5	Population Density	Avoid land uses which concentrate people indoors or outdoors.	0-5 people/acre. Zone land uses, which by their nature, will be relatively unoccupied by people (i.e. mini-storage, small parking lots).
	Residential vs. Non-Residential Land Use Special Function Land Use	Prohibit all residential land uses. All non-residential land uses permitted outright subject to the Population Density and Special Function Land Use guidelines. Prohibit all Special Function Land Uses.	1. Airport sponsor should purchase property if possible. 2. Create a height hazard overlay ordinance around the airport. 3. Obtain avigation and obstruction easements. 4. During site development process, shift all structures away from the runway centerlines if possible. 5. Landscaping requirements shall establish only low growing vegetation. 6. Prohibit high overhead outdoor lighting. 7. Require downward shading of lighting to reduce glare. 8. Evaluate all possible permitted conditional uses to assure compatible land use. 1. Prohibit overhead utilities and all noise sensitive land uses. 2. Zone land for uses other than for schools, play fields, hospitals, nursing homes, daycare facilities and churches. 3. Limit storage of large quantities of hazardous or flammable material. 4. Ensure permitted uses will not create large areas of standing water, or generate smoke/steam, etc.

